PRODUCT NOTE

MARANELLO, JULY 2026 – PRODUCT MARKETING

Ferrari
12 Cilindri
MANUALE

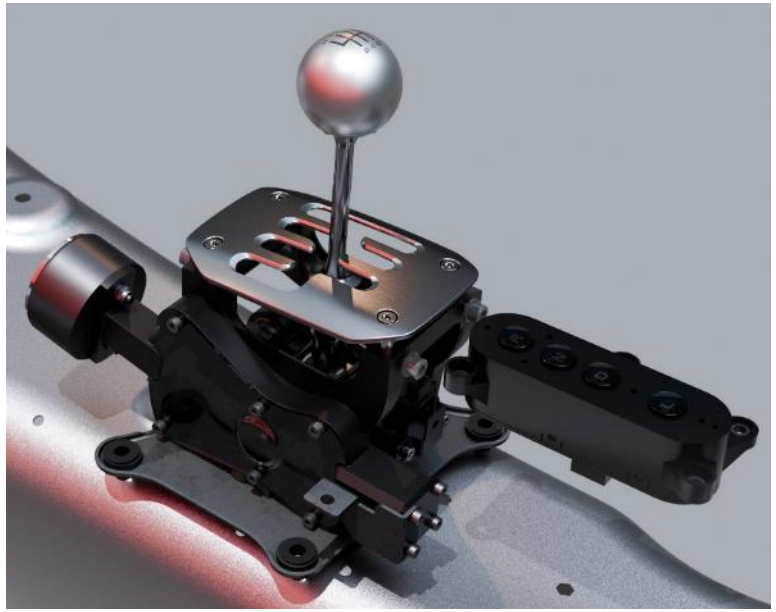
AGENDA

PRODUCT CONCEPT

Authentic driving emotions

NEW GEARBOX MANUALE BY-WIRE

A new era in manual transmission, Ferrari style



TAILOR MADE DESIGN

Exclusive, bespoke customisation

PRODUCT CONCEPT
AUTHENTIC DRIVING EMOTIONS

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Authentic driving emotions

NEW GEARBOX
MANUALE BY-WIRE

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A NEW WAY OF EXPERIENCING THE PUREST EXPRESSION OF FERRARI'S DNA

The Ferrari 12Cilindri Manuale bridges the gap between the Ferrari 12Cilindri and the **Gran Turismo cars of the 1950s and 1960s**, paving the way for a new kind of driving thanks to a revolutionary **manual gearbox**, which also allows the car to be driven in **automatic mode**. The result is an unparalleled combination of **driving emotions**, performance, and comfort.

MAXIMUM ENGAGEMENT WHILE DRIVING

The new **Manuale By-Wire** gearbox represents a unique innovation in the history of Ferrari, and stems from a desire to combine the very **latest technologies** with the **analogue driving emotions** of yesteryear, reviving the pleasure of having **precise, mechanical control** over the car by perfectly balancing the **gear lever**, **clutch pedal**, and accelerator.

The result is a **new and deeper connection with the car**, which makes it possible to exploit its full potential in **any context**, both in more relaxed and in more demanding driving situations. The **naturally aspirated V12 engine is a perfect match** for this type of gearbox, given its rev range of up to 9,500 rpm and its peak power at high revs.

At the same time, this type of gearbox allows the driver to switch to **Automatic mode** in more **relaxed** driving situations or when travelling at a constant speed.

This means you can choose whether to focus on the **ultimate driving experience** or enjoy the car's **comfort** features at any given moment.

ICONIC DESIGN
CENTRE TUNNEL, GEARBOX, AND PEDALS

The **gear lever gate**, the **lever**, the **knob**, the entire **centre tunnel** area and the **pedals** are inspired by the most **iconic** features of classic Ferraris with manual transmission.

It therefore has the typical **six-speed shift pattern** with reverse in the top left, and a round aluminium **gear knob** featuring a **backlit print** indicating the gears.

The entire centre tunnel area has also been redesigned with the aim of improving its **ergonomics** both when changing gears manually and when driving in a more relaxed way in automatic mode.

Finally, the new **three-pedal setup**, featuring a layout that forms a **perfect triangle** with the steering wheel and the seat, gives the interior of the Ferrari 12Cilindri Manuale an even more exclusive feel, geared towards the most passionate driving enthusiasts.

SPECIAL LIMITED SERIES
1.499 UNITS

The Ferrari 12Cilindri Manuale is designed for the **most devoted Ferrari enthusiasts,** who are more inclined towards two-seater berlinetta with a front-mounted V12 engine and who are seeking the purest driving emotions.

For this reason, it is **only available in the Coupé version,** thereby enhancing the **purity of the concept** and its uniqueness.

The car is being offered as a **special limited series** of just **1.499 vehicles,** featuring **unique design elements** and **Tailor Made** customisation.

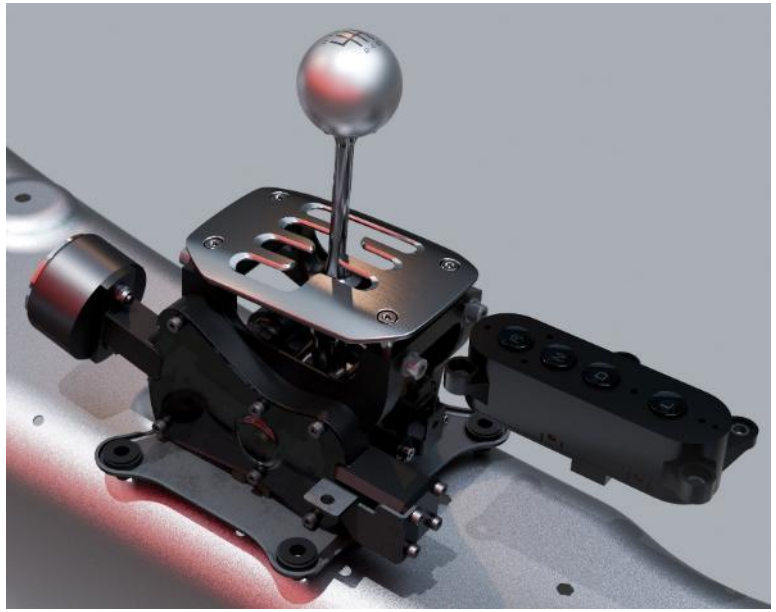
NEW MANUALE BY-WIRE GEARBOX
A NEW ERA IN MANUAL TRANSMISSION, FERRARI STYLE

PRODUCT CONCEPT

Authentic driving emotions

NEW GEARBOX
MANUAL BY-WIRE

A new era in manual transmission, Ferrari style



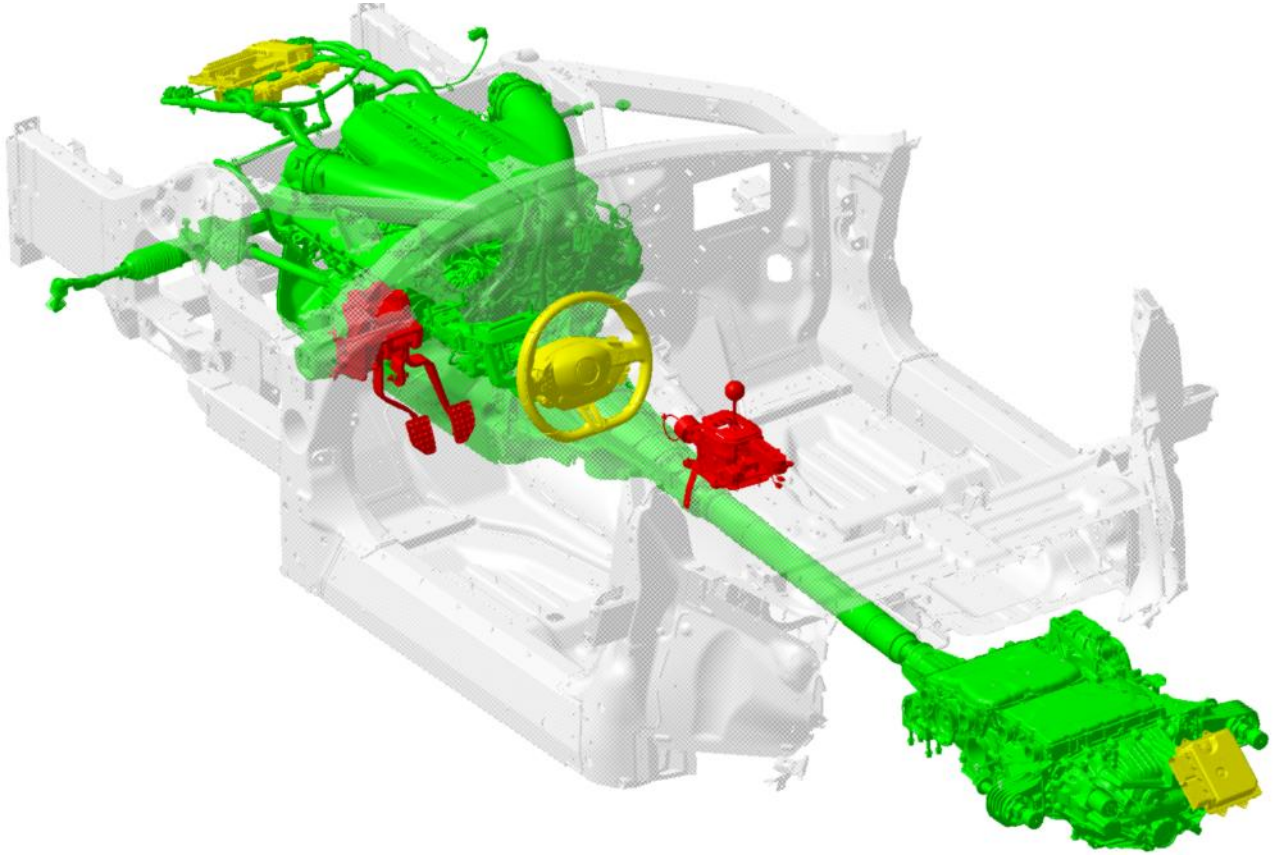
TAILOR MADE DESIGN

Exclusive, bespoke customisation

COMPONENTS

In terms of **components**, the **Manuale by-wire** system is based on the DCT8 gearbox and is integrated with a **shift-by-wire system for the gear lever**, and a **clutch-by-wire system for the clutch pedal.**

- NEW COMPONENTS:
  - Shift-by-wire gear lever
  - Gearbox control panel
  - Gear lever
  - Clutch-by-wire clutch pedal with passive load
- UPDATED components:
  - Gearbox/engine ECU and software
  - Steering wheel (without paddles)
- UNCHANGED components:
  - 8-speed DCT gearbox
  - Engine

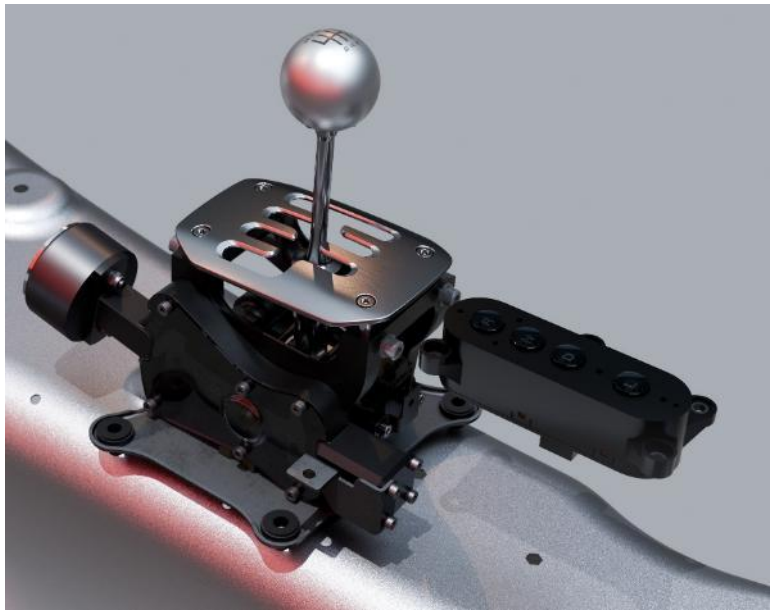


GEAR LEVER AND LINKAGES

The gear lever has been designed to give the driver a **pure, analogue feel**, while seamlessly utilising the technology **of the DCT gearbox**.

To ensure this **mechanical-electronic combination** works flawlessly, it was necessary to develop **entirely new components**, using **ball-and-linkage mechanisms** that enable the **loads** exerted at each stage of the gear-changing process to be replicated as accurately as possible:

- **Disengagement** of engaged gear
- Lever **travel**
- Natural **centring** with **springs**
- **Synchronisation** with realistic sensitivity
- **Engagement** of next gear



Thanks to their **rigidity**, these linkages ensure realistic loads and **optimal transmission of the engine's output** to the gear lever, allowing for **more precise** driving; for example, the clutch engagement and disengagement (bite and release) point can even be felt through the hands.

The **sound effects** accompanying each action have also been carefully designed to convey an authentic feel and highlight the **underlying mechanics.**

GEAR LEVER AND LINKAGES TECHNICAL INSIGHT

The gear lever has been designed as a **mechanical, sensor-equipped** module

The two ingredients that create the "feel" are:

1. **100% mechanical linkages: feedback in your hands:**
   A rotary mechanism generates "clicks" and changes in load that allow the driver to feel when the mechanism has engaged or disengaged.

2. **Gear engagement authorization: precision and protection without compromising the natural feel:**
   When activated, a locking mechanism prevents gear engagement by inhibiting the rotation of the drum; when deactivated, it allows the linkage mechanism to move freely.

The sensors used to communicate with the powertrain consist of:

- 2 angle sensors, which detect the position of the gear lever
- 1 blocking solenoid, which inhibits gear engagement/disengagement if not consistent with DCT status
- 1 knob and 1 backlit button panel: improves readability and HMI integration

Compact, modular precision mechanics:

- Use of machined-from-solid components for strength and precision
- Total weight under 3.5 kg
- Sub-assembly architecture that facilitates evolutions and variants.

The mechanical setup creates the feel; the electronics make it possible and safe, while remaining completely unobtrusive.

CLUTCH PEDAL

Of course, the manual gear-changing process does not only involve the gear lever, but the **clutch pedal** as well: the Ferrari 12Cilindri Manuale features a **completely redesigned** 3-pedal layout.

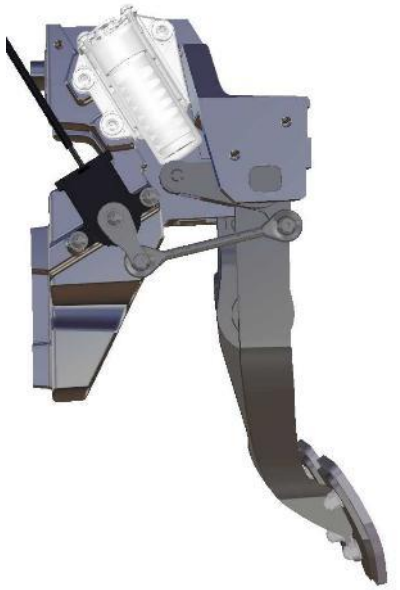
The pressure applied to the clutch pedal is **digitally converted** with **millimetric precision** and **transmitted "by-wire"** to the gearbox-integrated clutch pack management system, to **perfectly synchronise the pedal input** with that of the transmission and the engine, ensuring speed, precision and **efficiency in gear changes**. Perfect harmony between driver and engine has been achieved by optimising the loads, hardware, and software, **recognising what the driver is requesting** at every millimetre of clutch travel.

The result is a **realistic, analogue feel**: when there is perfect synchronisation between pedal and lever, the gear change will be smooth and precise; otherwise, the gear change may prove more difficult or result in "jerks".

In this way, **driver engagement** and the resulting level of satisfaction are maximised.

CLUTCH PEDAL TECHNICAL INSIGHT

The clutch pedal becomes **a high-precision interface between driver and powertrain**, for true synchronisation during gear shifts:



1) **"Foot → digital → powertrain" chain**
   The clutch pedal provides physical feedback that is detected in terms of position and converted into a "by-wire" command, which is subsequently processed to coordinate with the transmission and engine during the gear change.

2) **Passively generated load**
   The pedal assembly uses a system that passively replicates the physiological load-travel curve of mechanically linked manual gearboxes.

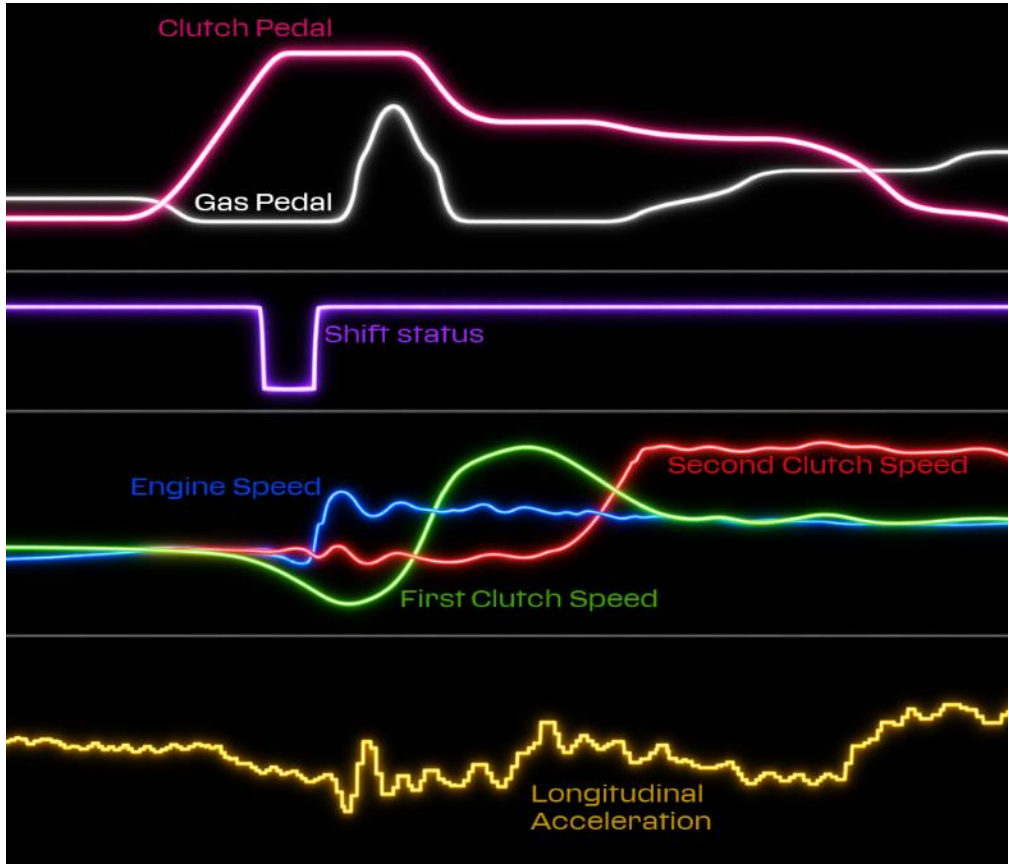
3) **Angle and position sensor: continuous reading of intent**
   A position sensor on the pedal constantly measures the driver's intent along the entire clutch travel, enabling it to respond instantly to changes in speed, dynamics, and intent.

The pressure applied to the pedal is detected by the sensor and the by-wire control system, which translate that input into real-time synchronisation with the engine and transmission, while preserving the **feel of a 100% mechanical manual gearbox**.

FERRARI MANUALE BY-WIRE

The system is based on an innovative **clutch-by-wire** and **shift-by-wire** architecture, developed to offer a new interpretation of driving engagement. The **6-speed** transmission, chosen over configurations with more gears, prioritises direct interaction with the vehicle, while the use of a clutch pedal restores an authentic, natural feel. The calibration of the gear turret ensures precise and rapid engagement, contributing to a consistent and satisfying mechanical feel.

When driving, the system provides **complete and direct control of the dual-clutch transmission (DCT)** thanks to the integration of clutch-by-wire and shift-by-wire technologies, which allow the driver to intervene directly in the transmission. In automatic mode, it is also possible to **pre-select the gear using the lever** with a graphical display on the instrument panel that anticipates the effect of the gear change on the rev counter. This approach faithfully reproduces the dynamics of a traditional manual gearbox: it is possible to perform iconic maneuvers such as **heel-and-toe double-declutching**, as well as to experience typical behaviours such as **engine stalling when setting off** or when downshifting, if the clutch is not managed correctly. The result is an exceptionally realistic experience: the gear changes are not simulated, but are actually controlled by the driver, thereby strengthening the bond between driver and car in a unique way.



AUTOMATIC MODE

Should the customer wish to drive the Ferrari 12Cilindri Manuale in a more **relaxed** way, they can switch out of **AUTO mode** and enjoy the **fully automatic** operation of the DCT-8 gearbox, just as in the Ferrari 12Cilindri. In this way, the customer can enjoy the **best of both worlds**, choosing their own driving style according to the situation at hand. It is also possible to switch to **MANUAL mode**, which can be engaged up to a **maximum speed of approximately 70 km/h**, by **pressing the clutch pedal** and selecting a gear appropriate to the current speed.

To return to **AUTO** mode, simply **press the D button** on the panel on the centre tunnel, immediately behind the gear lever; from that point onwards, you can either leave the gear lever in the last position selected or return it to neutral.

The decision was also taken to **remove the steering wheel paddles** to preserve the **purity of the vehicle's concept** , which encourages the driver to **focus on driving** in situations where they wish to have full control over gear changes, rather than seeking the shifting performance offered by paddles. Indeed, the latter setup is geared to a more racing-oriented use of the car, which does not reflect the **positioning** of the Ferrari 12Cilindri Manuale.

OPERATION OF THE MANUALE BY-WIRE GEARBOX
KEY CONCEPTS

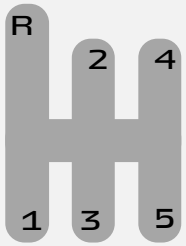
Below is a summary of how the gearbox operates in certain specific situations:

- **Starting**: the car can be started in AUTO mode by pressing the brake and then the Start button; alternatively, it can be started in MANUAL mode by pressing the brake and clutch simultaneously, and then the Start button.
- **Switching from AUTO to MANUAL**: the car always starts in Automatic mode, with the gear knob backlit in white; it is then possible to switch to Manual mode up to approximately 70 km/h by pressing the clutch pedal and selecting a gear appropriate to the current speed, and the gear knob is backlit in amber.
- **Switching from MANUAL to AUTO**: to return to AUTO mode, simply press the D button on the panel on the centre tunnel, immediately behind the gear lever, at any speed; from then on, it is possible to leave the gear lever in the last engaged position, or move it back to the neutral area without needing to press the clutch pedal.
- **Lever movement in AUTO**: if, in AUTO mode, the lever is moved without pressing the clutch, it will move freely without having any effect on the gearbox.
- **Reverse gear**: reverse can be engaged either in AUTO mode by pressing the R button on the panel on the centre tunnel, or in MANUAL mode by pressing the clutch and engaging reverse using the lever; in both cases the car must be stationary and the brake pressed.
- **Maximum speed**: maximum speed is reached only in AUTO mode, in 7th gear.

OPERATION OF THE MANUALE BY-WIRE GEARBOX
KEY CONCEPTS

- **Disabled creeping**: for safety reasons, creeping has been removed from Automatic mode, to prevent the car from moving unintentionally should the driver forget that they are in Automatic mode. In Manual mode, however, the concept of creeping does not apply, as moving the car requires the driver to gradually release the clutch while applying the accelerator; failure to do so correctly will cause the car to stall.
- **Coasting**: in the event of gradual deceleration without pressing the brake, accelerator, or clutch, the car will reach the minimum supported engine speed and will continue to move if conditions allow (for example depending on the gradient of the road). If, however, braking is applied until a speed below the minimum supported engine speed is reached, the engine will stall and cut out.
- **Emergency braking**: in the event that emergency braking is triggered, the car will automatically switch to Automatic mode, in order to avoid stalling during deceleration if the driver does not operate the clutch.
- **Hill Hold**: the Hill Hold function for hill starts is maintained with the same logic in both AUTO and MANUAL modes.
- **Parking**: the car can be parked and switched off in MANUAL mode and with the lever engaged in any gear; for restarting, the general starting rules apply.

FERRARI MANUAL GEARBOXES THROUGH HISTORY

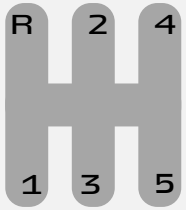


250 GTO (1962)

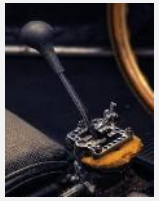
275 GTB (1964)

365 GTB4 (1968)

Dino 246 GT (1969)



250 LM (1964)

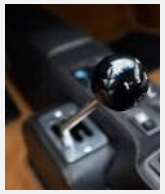


Reverse-gear lockout

308 GTB (1975)

Non-linear R-1 axis

512 BB (1976)



288 GTO (1984)

328 GTB (1985)

Non-linear R-1 axis

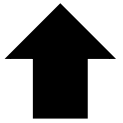
F40 (1987)

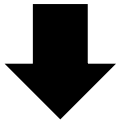
Non-linear R-1 axis

512 TR (1991)

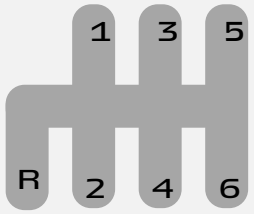
Non-linear R-1 axis

5 GEARS





6 GEARS

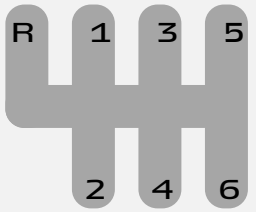


F355 Berlinetta (1994)

360 Modena (1999)

F430 (2004)

California (2008)



456 GT (1992)

550 Maranello (1996)

599 GTB Fiorano (2006)

12Cilindri Manuale (2026)

TAILOR MADE DESIGN
EXCLUSIVE, BESPOKE CUSTOMISATIONS

PRODUCT CONCEPT

Authentic driving emotions

NEW GEARBOX
MANUALE BY-WIRE

A new era in manual transmission, Ferrari style

TAILOR MADE DESIGN

Exclusive, bespoke customisations

STANDARD FEATURES
TRIM PLATE LOGO, FASCIA AND PINSTRIPE FLAPS

To enhance the exclusivity of this car, iconic details have been designed to make the 12Cilindri Manuale identifiable and immediately recognisable at first glance from the exterior:

- The “Manuale” logo is laser-engraved on the side trim plate
- The front fascia and rear flaps feature a pinstripe finish that pays homage to the 365 GTB/4 Daytona

COLLECTION

The exclusivity of the 12Cilindri Manuale is reflected in the Tailor Made design, featuring exterior colours carefully selected to maximise the car's aesthetic appeal and an interior enhanced with Tailor Made leather and Alcantara.

For the first time, the collection features an innovative matrix system that revolutionises the Tailor Made experience. Customers can configure their own car entirely independently, without having to visit a dedicated centre, choosing freely not only from predefined exterior and interior colours, but also from a wide range of options such as seat types, alloy wheels, carbon fibre interior and exterior trim, and much more.

Each customer can therefore create a truly bespoke car, expressing their own style and preferences, while remaining part of an exclusive collection.

COLLECTION

The range of exterior colours includes the most iconic shades in Ferrari's history: not only the most famous and recognisable colours, but also historic shades used on legendary models and more recent colours that have proved hugely popular with customers.

For the interiors, unique colours will be available for the leather colour system and Alcantara, which are key features of the exclusive Tailor Made programme.

EXTERIOR COLOURS

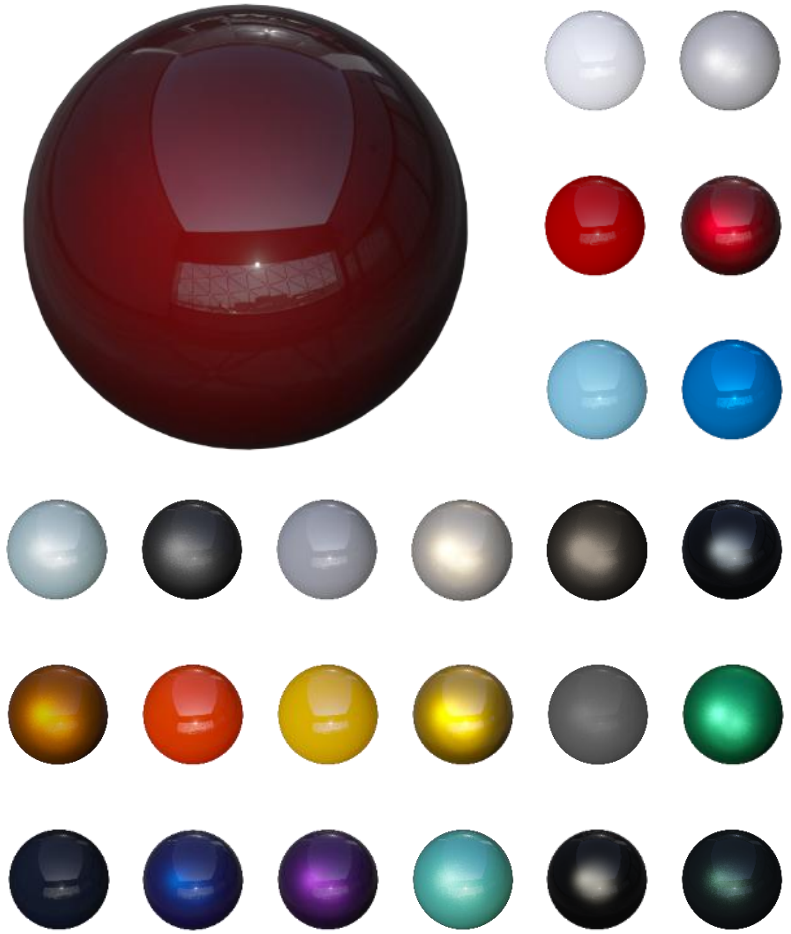
For this exclusive project, 25 iconic Ferrari colours have been selected for the bodywork (Modis codes PNG1 and PNG2).

PNG1

ARGENTO NURBURGRING
GRIGIO ALLOY
CANNA DI FUCILE
GRIGIO SQUALO
GRIGIO INGRID
NERO DAYTONA
RUBINO MICALIZZATO
ROSSO CORSA
ROSSO DINO
GIALLO MODENA
GIALLO MONTECARLO
VERDE NURBURGRING
VERDE ZELTWEG
AZZURRO LA PLATA
AZZURRO DINO
BLU POZZI
BLU LE MANS

PNG2

BIANCO MILLE MIGLIA
MARRONE 800C
NERO VELLUTO
ROSSO FUOCO
NOCCIOLA MET
VERDE CHIARO 602C
TURCHESE MOLVEDO
VIOLA HONG KONG



ICONIC COLOURS AND HISTORICAL INSPIRATIONS

AZZURRO LA PLATA has deep historical roots. It was the colour of the Argentine teams' cars in the 1950s and is similar to the shade favoured by Alberto Ascari, a two-time Formula 1 World Champion who regularly wore it during his most successful seasons, convinced that it brought him luck. Azzurro La Plata was also the colour of Niki Lauda's overalls in his first year with the Scuderia and of the mechanics' overalls at the Maranello factory. Given all these historical links, it was chosen for the Ferrari drivers' racing suits and Ferrari F1 car for the 2024 Miami Grand Prix, to mark the 70th anniversary of the brand's presence overseas.

BIANCO MILLE MIGLIA, a colour developed as part of the Tailor Made programme, draws inspiration from the 1953 Ferrari 340 MM Spider by Vignale, chassis number 0324AM, which – painted in blue and white – enjoyed a long racing career on the American circuit. Drawing inspiration from this colour, it reinterprets it by giving it a metallic effect, achieved in part through its three-layer application.

GRIGIO INGRID was named by Ferrari's designers in honour of Ingrid Bergman. Her partner, the film director Roberto Rossellini, chose this shade for the Ferrari 375 MM that he gave her in 1964. It is classified as grey, but it is more of a champagne colour, which emphasises the innate class and elegance of Prancing Horse cars.

NOCCIOLA MET, a colour introduced in the 1970s, was created for those seeking an elegant and unconventional Ferrari, thanks to its sophisticated golden highlights. Used on iconic models such as the 365 GT4 2+2, the 400/400i and the Dino 246 GT, this metallic colour evokes the warmth of hazelnut and reflects a desire to stand out in style.

FORGED WHEELS AND METAL-STAMPED SCUDETTO

FORGED WHEELS

Exclusive forged wheels designed for the 12Cilindri Manuale are available for this car, produced in four different finishes:

- RSBU: Tumbled finish forged wheels
- RSFB: Glossy Black Diamond-Cut forged wheels
- RSMA: Matt Light Magnesium forged wheels
- RSWH: Glossy White forged wheels

METAL-STAMPED SCUDETTO

The metal-stamped scudetto, available exclusively for the 12Cilindri Manuale, is an iconic feature of the Tailor Made specification, offered exclusively on this model.

The metal-stamped scudetto is produced using a technique similar to that used for valuable coins: the metal is pressed into a mould at extremely high pressure, resulting in much more pronounced and intricate reliefs and details.

The metal-stamped scudetto stands out for its superior quality and the solid feel it has to the touch. Each scudetto becomes a genuine collector's item, enhancing the car's appeal and highlighting the attention to detail typical of Ferrari.



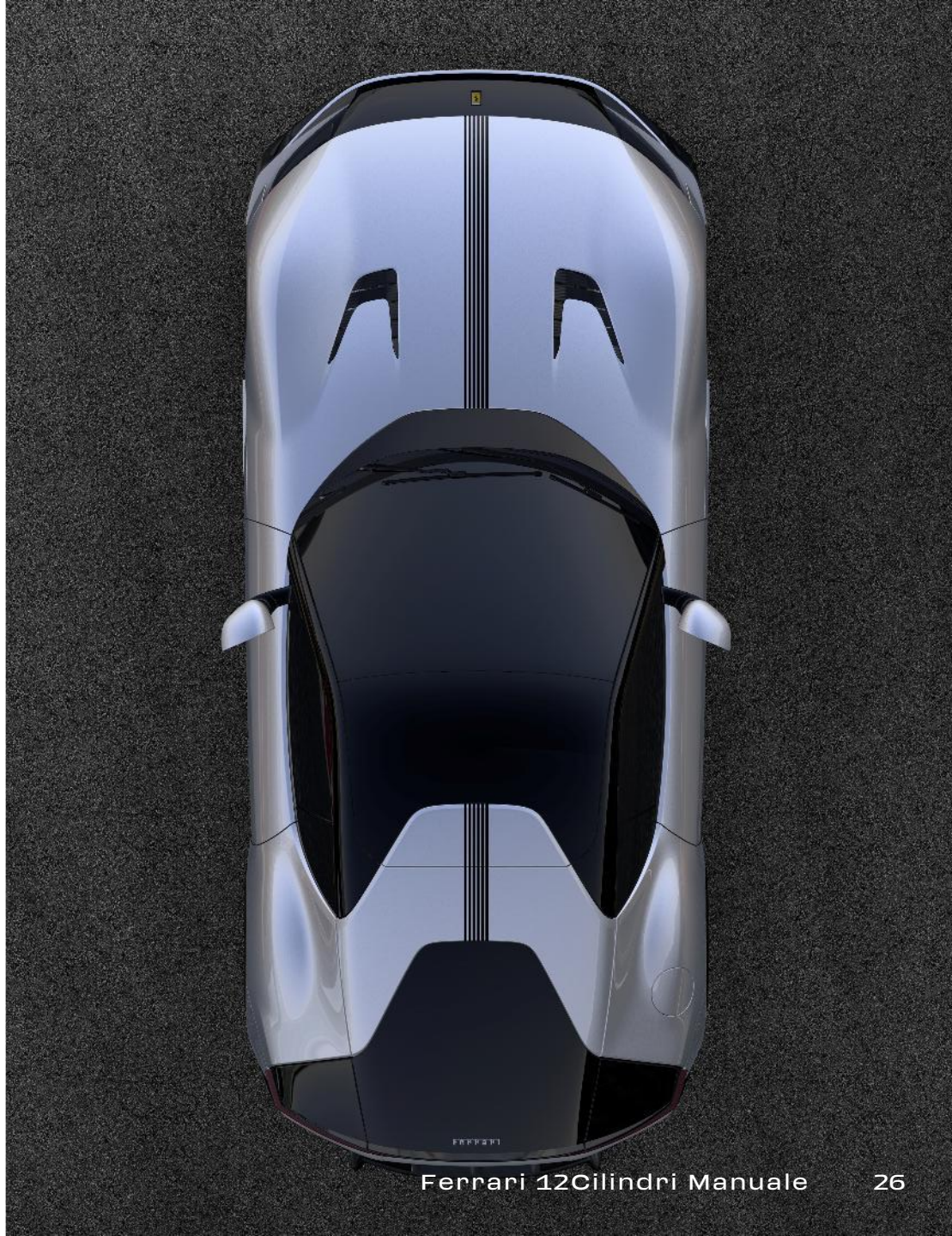


EXCLUSIVE LIVERY

The optional livery pays homage to the 6 gears of the transmission.

It is available in 6 colours, by selecting Modis code LITM

- Nero DS
- Grigio Silverstone
- Grigio Titanio
- Grigio Squalo
- Argento Nurburgring
- Bianco Cervino
- Light magnesium



COMFORT AND RACING SEATS TAILOR MADE INSERTS

Available in both Comfort and Racing configurations, the seats are enhanced by Tailor Made materials and a bespoke central insert. Its 6 vertical fluted pleats pay homage to the transmission's six gears.

TAILOR MADE LEATHER AND ALCANTARA

TAILOR MADE LEATHER COLOUR SYSTEM – Modis code TMLI

When luxury meets traditional Italian craftsmanship, something unique is created. Poltrona Frau SC leathers represent the very best in leather craftsmanship, the result of over a century of experience and a constant pursuit of perfection. Each hide is carefully selected and processed using exclusive techniques that enhance its softness, durability, and natural beauty.

Choosing Poltrona Frau SC leathers for our car's interior means offering our customers an unrivalled sensory experience: the unmistakable scent of natural leather, its pleasant feel, the depth of the colours, and the sophistication of the handcrafted stitching transform every journey into sheer pleasure.

With the Tailor Made programme, we set out to take the car's personalisation to the next level by offering the option to upholster the interior with these iconic leathers. This is an exclusive option designed for those who wish to stand out through stylish, high-quality details, and to experience the emotion of a unique, bespoke interior every day.

ALCANTARA IN TAILOR MADE COLOURS – Modis code TMAI

Alcantara is synonymous with sportiness and performance, thanks to its lightness, grip, and durability.

With the Tailor Made programme, we have expanded the colour catalogue to include exclusive shades not available in the standard range, offering enthusiasts a car with a racing character that is even more personalised and distinctive.

The choice of Alcantara enhances the car's sporty character, creating a distinctive interior designed for those seeking authentic emotions and unique details.

TAILOR MADE LEATHER AND ALCANTARA

COLOURS	TMLI	TMAI
NERO	INCHIOSTRO SC 20	ALCANTARA BLACK R-EVO
CIOCCOLATO	BRUNO HAVANA SC 80	ALCANTARA 9499
BLU BRILLANTE	BLU BRILLANTE	ALCANTARA 5713
ROSSO	SIAM SC 127	ALCANTARA 4990
AMBRA	VULCANO SC 145	ALCANTARA 2936
GIALLO	GIALLO SOLARE	ALCANTARA 1349
SABBIA	CRETA SC 53	ALCANTARA 2972
VERDE	LIMO SC 17	ALCANTARA 6687
BLU	ATLANTIC BLUE SC 278	ALCANTARA 9031
GRIGIO	TORTORA SC 23	ALCANTARA 4971

COMMEMORATIVE PLAQUE AND DOOR SILL PLATE

The commemorative plaque, finished in silver and available in carbon fibre under the Modis code DEDC, features the Tailor Made logo.

The standard door sill plate on the 12Cilindri Ghirlandina, finished in chrome-plated aluminium, features a laser-etched car logo.

It can be further customised using the Modis CISK code to include carbon fibre door sills with a painted car logo.

LAUNCH CONFIGURATION
ROSSO RUBINO, TORTORA SC23 LEATHER

ANNEXES

TECHNICAL DATA SHEET (METRIC SYSTEM)
FERRARI 12CILINDRI MANUALE

Dimensions and weight		
Length	4.733	mm
Width (open mirrors)	2.176	mm
Width (closed mirrors)	2.006	mm
Height (Kerb weight without lifter)	1.292	mm
Ground clearance (Kerb weight without lifter)	123	mm
Approach angle (Kerb weight without lifter)	9,9	°
Departure angle (Kerb weight without lifter)	16,5	°
Turning diameter (wall-to-wall)	12,1	m
Wheelbase	2.700	mm
Front track	1.686	mm
Rear track	1.645	mm
Dry weight*	1.565	kg
Weight distribution front/rear (Kerb)	48,4% - 51,6%	%
Boot capacity (with audio standard / High-End)	270 / 250	l
Rear bench capacity	77	l
Fuel tank capacity (including reserve)	92	l
Tyres		
Front	275/35 R21 J10.0	
Rear	315/35 R21 J11.5	
Brake discs		
Front (carbon-ceramic)	398 x 223 x 38	mm
Rear (carbon-ceramic)	360 x 233 x 32	mm

Engine		
Type	V12 - 65° - Dry Sump	
Total displacement	6.496	cm3
Maximum Power**	610 (830) @ 9.250 rpm	kW (CV)
Maximum Torque	678 @ 7.250 rpm	Nm
Specific Output	128	CV/l
Maximum revs per minute	9.500	rpm
Compression ratio	13,5:1	
Bore and stroke	94 x 78	mm
Performances		
Maximum speed	> 340	km/h
0-100 km/h	2,9	s
0-200 km/h	< 7,9	s
100-0 km/h	31,4	m
200-0 km/h	122	m
Dry weight / power ratio	1,89	kg /CV
Fuel consumption and emissions		
Fuel consumption (combined)***	15,5	l/100 km
CO2 Emissions (combined)***	353	g CO2/km
Transmission and gearbox		
8-gears F1 dual clutch transmission with Manuale by-wire		
Shift-by-wire manual stick shift with 6 gears		
Clutch-by-wire clutch pedal		
Electronic controls		
SSC8.0: TC, eDiff, SCM, PCV 3.0, FDE2.0, EPS, ABS-Evo all mue, 6w-CDS sensor		
Performance ABS/EBD		
*With optional equipement		
**With 98 Ron fuel and dynamic boost		
*** WLTC Cycle		

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Dimensions and weight		
Length	186,3	in
Width (open mirrors)	85,7	in
Width (closed mirrors)	79,0	in
Height (Kerb weight without lifter)	50,9	in
Ground clearance (Kerb weight without lifter)	4,8	in
Approach angle (Kerb weight without lifter)	9,9	°
Departure angle (Kerb weight without lifter)	16,5	°
Turning diameter (wall-to-wall)	39,6	ft
Wheelbase	106,3	in
Front track	66,4	in
Rear track	64,8	in
Dry weight*	3.450	lb
Weight distribution front/rear (Kerb)	48,4% - 51,6%	%
Boot capacity (with audio standard / High-End)	9,5 / 8,8	cu ft
Rear bench capacity	2,7	cu ft
Fuel tank capacity (including reserve)	20,2	US gallon
Tyres		
Front	275/35 R21 J10.0	
Rear	315/35 R21 J11.5	
Brake discs		
Front (carbon-ceramic)	15,7 x 8,8 x 1,5	in
Rear (carbon-ceramic)	14,2 x 9,2 x 1,3	in

Engine		
Type	V12 - 65° - Dry Sump	
Total displacement	396,4	cu in
Maximum Power**	610 (830) @ 9.250 rpm	kW (CV)
Maximum Torque	500 @ 7.250 rpm	lb ft
Specific Output	2,0	kW/cu in
Maximum revs per minute	9.500	rpm
Compression ratio	13,5:1	
Bore and stroke	3,70 x 3,07	in
Performances		
Maximum speed	> 211	mph
0-62 mph	2,9	s
0-124 mph	< 7,9	s
62-0 mph	103	ft
124-0 mph	400	ft
Dry weight / power ratio	5,66	lb/kW
Fuel consumption and emissions		
Fuel consumption (combined)***	15,2	mpg
CO_2 Emissions (combined)***	353	g CO_2/km
Transmission and gearbox		
8-gears F1 dual clutch transmission with Manuale by-wire		
Shift-by-wire manual stick shift with 6 gears		
Clutch-by-wire clutch pedal		
Electronic controls		
SSC8.0: TC, eDiff, SCM, PCV 3.0, FDE2.0, EPS, ABS-Evo all mue, 6w-CDS sensor		
Performance ABS/EBD		
*With optional equipement		
**With 98 Ron fuel and dynamic boost		
*** WLTC Cycle		

7 YEARS OF MAINTENANCE

The unrivalled quality standards achieved and high level of customer care form the basis of Ferrari's seven-year extended service programme, which is also available on the Ferrari 12Cilindri Manuale. This programme, which applies to the entire range, covers all routine maintenance work for the first seven years of the car's life. The routine maintenance plan is an exclusive service for customers, who can be confident that their car's performance and safety standards will remain unchanged over the years. This special service is also available to those purchasing a pre-owned Ferrari.

Among the main advantages of the Genuine Maintenance programme are scheduled inspections (at intervals of 20,000 km or once a year without mileage limits), original spare parts, and thorough inspections using the latest diagnostic tools, which are carried out by qualified personnel trained directly at the Ferrari Training Centre in Maranello. This service is available in all markets and applies to all Official Network Dealerships.

The Genuine Maintenance programme further expands the wide range of after-sales services offered by Ferrari to satisfy customers who wish to ensure that the performance and excellence that characterise the cars manufactured in Maranello remain unchanged over time.

Ferrari

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MANUALE